

# POLITICAL CRISIS OVER FOR TIME

Premier Asquith Announces Policy of His Government—Financial Business First.

London, Mar. 1.—The political crisis for the time being ended and proceedings in the Commons until after the Easter recess are likely to be humdrum. Speculation as to what may happen there is premature but it is pointed out that with reference to the date of another possible general election the House of Lords might hold up the government's anti-veto resolution until it has before it the government's bill founded thereon, so that by adopting this procedure it by no means follows that the government will have brought matters to an impasse. The government's bill, however, will probably have the advantage of seeing the opposition's proposals for the reform of the House of Lords before presenting its own. The question is to what becomes of the budget in now existing political and financial crisis as the financial year ends on March 31.

### Financial Business First.

London, Feb. 29.—The business first and the question of the House of Lords second, was the program laid down by the premier Asquith in a statement made in the House of Commons this afternoon, in moving that government business have precedence at every sitting up to March 24. When parliament resumes after the Easter recess the premier added, the government would present petitions affirming the right of the House of Lords to veto legislation, but claiming the House of Lords altogether the domain of the government, thus restricting its power of veto on other legislation.

The premier said the government had decided upon methods that seemed most adequate and sufficient within the limits of the constitution, and on its successful accomplishment the cabinet and Liberal party would state not only the fortitude of the ministry, but the very existence of the party.

The premier explained his program as of some length and the intense interest with which those in the crowded chamber listened, testified to the importance attached to the government's statement.

The extension of the financial statement was such, the premier declared that the vote on the army and navy bills, covering the budget, would be an urgent demand must occupy the whole time of the House of Commons up to March 24, after which the government would be taken to March 29.

### Where Lie the Issues.

A. J. Balfour, the opposition leader, twitted the premier on the quick change in the House of Commons up to March 24, after which the government would be taken to March 29.

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# QUEBEC LOST TO CONSERVATIVES

Riot Act Being Read to Borden on Conservatives' Attitude on Naval Issue.

Ottawa, Feb. 28.—The opposition leader, Mr. R. L. Borden, is hearing from the Quebec Conservatives to-night. A delegation of Conservative stalwarts from the French Canadian province are here to read the riot act because of the manner in which the Conservative majority in that province in the naval debate. Among those who are in Ottawa are Sir Alexander Macleod, retired chief justice of the province, and the leading Conservative organizer, Chas. E. Caspary, ex-M.P., Rodolphe Forget, M.P., D. O. Levesque and C. D. Beaudin, all leaders of the Conservative party in Quebec. They will point out to Mr. Borden a conference tomorrow that the course which is being pursued in the naval debate by the Conservatives is tantamount to having one result, and that will be the loss of the province to the Conservatives for many years to come.

### W. F. PUFFER, Lecturer, Who Made a Calm But Forceful Speech On Behalf of the A. & G. W. Agreement.

London, Feb. 28.—The excitement not only in the desert voting, but throughout London, in fact, early in the day, late crowds swarmed the streets of the division, and at times the police had difficulty in checking the crowds. There were several clashes between riotous and the police.

### King Held First Lie-In.

London, Mar. 1.—The King held his first lie-in on the 28th inst. at St. James Palace. The weather was fine and the day was a beautiful spring day.

### Flood Damage \$100,000.

Paris, Feb. 28.—The official report of the flood damage in eight departments shows a loss of \$10,000,000. This includes the \$100,000,000 in Paris, beyond a doubt, and a total of \$100,000,000 in the other departments.

### FARMERS GENERALLY FAVOR AGREEMENT

W. F. Stevens, live stock commissioner, returned to City and spoke at the reception of the Government Park Packing Scheme Throughout the Districts That He Visited.

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# JASPER ROUTE TO PARK'S SELECTED

Council In Committee Approves the Southern Route to East End Park—Year's Estimates.

The council chamber was crowded to the doors last night when the council opened the debate on street railway extension.

### LIST OF AVALANCHE VICTIMS UNKNOWN

Twenty lives known to have been lost in the avalanche which struck the village of Moreau, in the East End park. The council chamber was crowded to the doors last night when the council opened the debate on street railway extension.

### THOUSANDS AT STAKE IN NON-JURY CASE

Action Commenced in Supreme Court This Afternoon Before Chief Justice McRae. The case involves the title to a large tract of land in the city of Edmonton.

### MURDER IN PARRY SOUND

Agred Farmer From Loring Killed Man From New Jersey. The case is being heard in the Supreme Court.

### LEFT A TRAIL OF GOLD.

Physician From Alaska Back to Civilization to Save Money. The case is being heard in the Supreme Court.

### HOGS JUMPED TO OVER 10 CENTS AT CHICAGO.

Chicago, Mar. 1.—Hogs jumped to today to \$10.00, western butchers bringing up the price to \$10.00, and the Chicago market was very active.

### ALBERTA LOSES \$500 IN DETROIT.

Windsor, Ont. Feb. 28.—A. E. Caspary, live stock commissioner, returned to City and spoke at the reception of the Government Park Packing Scheme Throughout the Districts That He Visited.

### TODAY'S GRAIN MARKETS.

Winnipeg, Mar. 1.—Wheat markets opened firm as strength in Liverpool, but were under considerable pressure all morning and closed weak. The price of wheat was \$1.00 per bushel.

### BY-ELECTION IN ST. GEORGE'S.

London, Mar. 1.—The political crisis for the time being ended and proceedings in the Commons until after the Easter recess are likely to be humdrum.

### MEMBERS ELECTED ON RAILWAY POLICY.

Members Elected on Railway Policy. The case is being heard in the Supreme Court.

### DR. WARNICK, PINCHER, WHO SPOKE STRONGLY IN DEFENSE OF THE A. & G. W. AGREEMENT.

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# WOLFE SPRINGS A BIG SURPRISE

His Amendment Last Night in House Satisfies Government and Some of the Critics.

Yesterday was a day of surprises at the provincial legislature. The afternoon session at which was continued the debate on the Boyle want of confidence resolution was without incident, but the evening meeting furnished the attraction for the members and the spectators. The speaker of the afternoon was R. H. Riley, Glenora, who made an impassioned address in condemnation of the railway agreement, and W. F. Puffer, Lacrosse, who delivered a calm but forceful speech in defence of the administration. He still held the floor when the hour adjournment came.

### Move of the Amendment Which is Re- garded as a Compromise Between the Government and Some of Its Critics.

For bridge over same ravine, according to first estimate, \$1,000,000. The second estimate, \$1,200,000. The third estimate, \$1,400,000. The fourth estimate, \$1,600,000. The fifth estimate, \$1,800,000. The sixth estimate, \$2,000,000. The seventh estimate, \$2,200,000. The eighth estimate, \$2,400,000. The ninth estimate, \$2,600,000. The tenth estimate, \$2,800,000. The eleventh estimate, \$3,000,000. The twelfth estimate, \$3,200,000. The thirteenth estimate, \$3,400,000. The fourteenth estimate, \$3,600,000. The fifteenth estimate, \$3,800,000. The sixteenth estimate, \$4,000,000. The seventeenth estimate, \$4,200,000. The eighteenth estimate, \$4,400,000. The nineteenth estimate, \$4,600,000. The twentieth estimate, \$4,800,000. The twenty-first estimate, \$5,000,000. The twenty-second estimate, \$5,200,000. The twenty-third estimate, \$5,400,000. The twenty-fourth estimate, \$5,600,000. The twenty-fifth estimate, \$5,800,000. The twenty-sixth estimate, \$6,000,000. The twenty-seventh estimate, \$6,200,000. The twenty-eighth estimate, \$6,400,000. The twenty-ninth estimate, \$6,600,000. The thirtieth estimate, \$6,800,000. The thirty-first estimate, \$7,000,000. The thirty-second estimate, \$7,200,000. The thirty-third estimate, \$7,400,000. The thirty-fourth estimate, \$7,600,000. The thirty-fifth estimate, \$7,800,000. The thirty-sixth estimate, \$8,000,000. The thirty-seventh estimate, \$8,200,000. The thirty-eighth estimate, \$8,400,000. The thirty-ninth estimate, \$8,600,000. The fortieth estimate, \$8,800,000. The forty-first estimate, \$9,000,000. The forty-second estimate, \$9,200,000. The forty-third estimate, \$9,400,000. The forty-fourth estimate, \$9,600,000. The forty-fifth estimate, \$9,800,000. The forty-sixth estimate, \$10,000,000. The forty-seventh estimate, \$10,200,000. The forty-eighth estimate, \$10,400,000. The forty-ninth estimate, \$10,600,000. The fiftieth estimate, \$10,800,000. The fifty-first estimate, \$11,000,000. The fifty-second estimate, \$11,200,000. The fifty-third estimate, \$11,400,000. The fifty-fourth estimate, \$11,600,000. The fifty-fifth estimate, \$11,800,000. The fifty-sixth estimate, \$12,000,000. The fifty-seventh estimate, \$12,200,000. The fifty-eighth estimate, \$12,400,000. The fifty-ninth estimate, \$12,600,000. The sixtieth estimate, \$12,800,000. The sixty-first estimate, \$13,000,000. The sixty-second estimate, \$13,200,000. The sixty-third estimate, \$13,400,000. The sixty-fourth estimate, \$13,600,000. The sixty-fifth estimate, \$13,800,000. The sixty-sixth estimate, \$14,000,000. The sixty-seventh estimate, \$14,200,000. The sixty-eighth estimate, \$14,400,000. The sixty-ninth estimate, \$14,600,000. The seventieth estimate, \$14,800,000. The seventy-first estimate, \$15,000,000. The seventy-second estimate, \$15,200,000. The seventy-third estimate, \$15,400,000. The seventy-fourth estimate, \$15,600,000. The seventy-fifth estimate, \$15,800,000. 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The two hundred-seventy-ninth estimate, \$74,800,000. The

DID YOU SAY  
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"I had an ulcerated leg for several years. The ulcers spread all round the limb. I was swollen to nearly twice its normal size. Several doctors treated me, but without any good. Zam-Buk healed the sore!" says Mrs. Gilman, of Princess St., Kingston, Ont. See real test—

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In this way Zam-Buk cures skin, tumors, leucem, scabs, eruptions, itching, scumous eruptions, psoriasis, scurf, skin rheum, blood poisons, and other forms of skin trouble. Zam-Buk also cures can piles, varicose ulcers, etc. A 1/2 tin trial and stores sell at 50¢ per box, or from Zam-Buk Co., Toronto, for post. 6/10/10 02-50

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 is perfect—none  
 are just "seconds,"  
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Deep Straight Sausage Pans, seamless,  
 with covers:  
 No. 300, regular size. **SALE 25c**  
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Dinner Pans, oblong To Flat, in  
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 Regular size. **SALE 85c**  
 Dinner Pans, Round, Seamless, with  
 Cup and Lid:  
 Regular size. **SALE 60c**  
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Chamber Pans, with Granite  
 14, Kitchen, regular size. **SALE \$1.15**  
 Quilts, regular size. **SALE 25c**  
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 Pie and Dinner Plates all sizes.  
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 No. 22 Wash Bowls. **SALE 30c**  
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All the above Graniteware has two  
 coats of best quality enamel on heavy  
 steel base. Fast-fading color, gray,  
 with white mottled effect.



## WOLF SPRINGS A BIG SURPRISE

(Continued from Page Two)

(J. M. O'Donnell to the resolution of Mr. Boyle.

He said all the words in the resolution after the words "Therefore be it resolved that," (the first of the resolutions after the preamble in Mr. Boyle's motion) be struck out and the following substituted therefor:

"That the contract and agreement entered into between the Government and the Alberta and Great Western Railway Company is not such as to command assent to the judgment and confidence of this House."

**Member for Lacombe.**

W. F. Puffer, of Lacombe, who followed Mr. Boyle, presented a defense of the agreement which was devoid of emotion and hinged entirely on the question in hand in considering the question he offered to call deliberation and a disposition not to jump at conclusions. In view of the charges made by certain members, and the defense of the government some of us had perforce to investigate the question first or secondly, he said he decided to decide for himself. He referred to the committee of public works and the members for Sturgeon without a tinge of bitterness, although he considered their action illadvised.

Continuing, he said the first impression he had received from Mr. Cook's address on the A. & G. W. agreement was that the specifications applying to this railway were entirely different to those under which any other railway company was working. The ex-minister of Public Works had since withdrawn this statement, but that was nevertheless the impression he gave the House.

Mr. Puffer drew attention to the fact that in discussing the question and sufficient consideration was given to clause 13 of the act of incorporation of the A. & G. W., which provided detail specifications, and also for complete control by the government. The clause under which the work should be subject to inspection of the government engineer before, during and after construction. This was the crux of the whole question. These specifications were in consequence identical with those of the other railways whose bonds had been guaranteed.

**Centre of Lacombe.**

The agreement, he maintained had power to control the location of the road. He instanced the case of the change of the C.N.R. line in the vicinity of Stettin, where the line originally proposed was to go east of Stettin nine miles and which, by the intervention of the government had been changed to go through the town.

He paid a tribute to the engineering ability of R. W. Jones, the government engineer, who was held to be the front rank of the railway men of Canada. Mr. Jones had stated that there was a mangle belt running between the mountains and Hudson Bay, which was from 80 to 100 miles in width. This had been crossed by the G.T.P. west of Edmonton, and Mr. Jones had to be thanked by the A. & G. W. This would have increased the cost of the A. & G. W. construction. Mr. Jones had also informed that the cost of the Grand Trunk Pacific main was \$40,000,000 and Wolf Creek was \$40,000,000 and that the cost of the Grand Trunk Pacific was \$40,000,000. Mr. Jones had also informed that the cost of the Grand Trunk Pacific was \$40,000,000 and Wolf Creek was \$40,000,000 and that the cost of the Grand Trunk Pacific was \$40,000,000.

**A. Paré.**

He didn't wish to question the ex-minister of Public Works sincerely when he claimed he could build the line for \$12,000,000, but he would like to point out that in dealing in live stock with farmers, he himself, after making a few more times found the number for Stettin after the farmer a much higher price, simply for the purpose of making the farmer more (laughter).

But the people of the province were not disposed to assent to an agreement once entered into.

It was incredible that any road could be built for less than \$12,000,000 or \$20,000,000 per mile. On C.N.R. between Vegreville and Calgary the cost was thirty miles were \$40,000,000 cubic yards in earth, and on other sections as high as 10,000 cubic yards.

Dealing with another phase of the question he said that to get a railway into the north country for colonization purposes it was necessary to guarantee the bonds for a higher amount than for other railways which went through a settled country where a revenue could be counted on from the outset. This was the reason certain sections of the railway were nullified, namely that it was a colonization road, and required more assistance. There was no member here who knew that north country could support a vast population. But in referring to the Attorney General did not seem to get the impression that though the line was projected was of the finest arable land. He had referred to the great fields beyond.

**Criticism Not All Adverse.**

Having gone into the question so far as criticism is thoroughly, he was convinced the agreement was a real one.

Speaking of the sale of the bonds he said the criticism of the sale in various financial papers was for no reason all at all.

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verse. The Monetary Times was quoted to the effect that President Clarke had related to him persons with \$100,000 in money for railway construction. Bonds and stock had been sold for half the price of the bonds. The bonds of the company were sold for half the price of the bonds. The bonds of the company were sold for half the price of the bonds.

The fact that the bonds at 5 per cent. interest were sold for half the price of the bonds at 10 per cent. interest, and it was a well known fact that short term bonds did not realize as good a price as long term bonds.

After having gone thoroughly into the question he didn't purpose bringing at the throat of the government, because of some criticism was offered of the agreement. He didn't believe the government would ever be called upon to pay the 5 per cent. interest on the bonds. Great financial interests had been attracted to the project, and it was certain much more than \$20,000,000 per mile would be put into the railway, and he believed that within three or four years the people of this province would find the road well justified.

After being continued to speak until the Speaker left the chair at 6 o'clock.

**The Evening Session**

W. F. Puffer resumed his address when the house sat shortly after eight o'clock. The exceptions in the A. & G. W. he said, were found in every similar case where a mortgage was given as security in return for railway bonds guaranteed. The same applied to the exceptions with regard to the terminals. It was peculiar to hear criticisms of the Alberta government for what all other governments had done in similar circumstances.

He took up the cost of constructing the Crow's Nest railway, upon which the A. & G. W. and G. W. railway was shown, and showed that labor then was cheaper and material could be obtained at much less cost. The same applied to the C. and E. Taking into consideration the cost of construction of the latter the province would be built to Fort McMurray for \$30,000,000 or even \$30,000,000 a mile.

It had often been said that it was impossible to make a perfectly legal document. He had the opinion that if it could be shown that the government were guilty of any dishonesty, they should be turned out of that which take action that should injure the credit of the province by adopting such a resolution as is before the house. He had gone carefully into this question and had formed strong opinions that the bargain was a good one, but still it left a dishonesty shown by was prepared to vote against the government and assist in turning them out.

**Other Governments Also Concerned.**

He did not realize that the railway agreement where the government would build the agreement was not very common. He firmly believed this agreement was just as good as any other agreement made with any other railway. The criticisms of this agreement would apply to all other railways. He declared that it might never be completed was also made against the G.T.P. and he believed that there was much greater probability for the building of the A. & G. W. railway than there was of the G.T.P. being completed at that time. In concluding, he expressed his regret at the difference of opinion between the A. & G. W. and again referred to the British Columbia railway bond guarantee, but still the governments provided for these railways were relatively "power".

**Mr. Warnock Condemns Agreement.**

Dr. Warnock, Pincher, said he drew with deep humiliation in the federal government should have passed such an agreement with a railway company as is before the house.

While listening to the speech of the premier on Friday he was extremely surprised that he should have characterized those who condemned the unbusinesslike contract with the A. & G. W. railway as a nest of traitors and G. W. railway as a nest of traitors.

It is because a number of responsible members have the courage to stand up for honest government that we are termed traitors. We may be traitors to the Rutherford administration, but we are not traitors to the nation, capable, irreproachable governments. When the votes are counted at the next election, and it may not be far distant, those who stand up for honest government will be in the majority.

The Premier had said that the railway policy of the government had incited the honorable ex-minister of Finance. He asserted that it was the irreproachable character of the senior member for Calgary that had led him in spite of the machinations of the Rutherford government to support the agreement. He had the terms of the agreement then been known he did not think one of the supporters of that agreement would have been returned to the legislature.

The railway company could build fifty or a hundred miles of the line and draw \$20,000,000 a mile and leave the country. This was one of the most important points of the deal with the A. & G. W.

Not a Wooden Legislature.

He took strong exception to the clause allowing the railway company to build the line for a minimum of \$20,000,000 when they might be worth millions. The sooner the leaders of the Rutherford legislature realized that the legislature was not of wooden pillars the better it would be for them. The members would support the government when they were right and would oppose them when they were wrong. He stated that he had the impression that the Premier had gone to say that he would accept the amendment to his resolution and he too would accept it and vote for it.

**Vote Supports Agreement.**

J. L. Cline, Athabasca, said his position was an independent one, as he

had been elected entirely without the assistance of the government. He related to him persons with \$100,000 in money for railway construction. Bonds and stock had been sold for half the price of the bonds. The bonds of the company were sold for half the price of the bonds.

Mr. Cote denied the statement of the press speaker that the railway passed through miles and miles of the Crow's Nest mountains and the country through which the A. & G. W. railway passed he was able to give details. He said a reliable to R. W. Jones, the government engineer, that the railway was the best that could have been made. His estimate of the line was nearly 275 miles as the crow flies. There was immense wealth in the north country. Having seen the development in the west for many years he was convinced that the northern

country could support more than one railway. The Alberta and Great Western line would open navigation to the Arctic ocean. The agricultural resources had been proven long ago. Having done this the country and the north and having studied the agreement carefully, he felt that it was his duty to give it his unqualified support.

**A Surprise Unpacked.**

Then came the surprise of the evening, in the amendment to the resolution of J. R. Boyle, brought forward by J. W. Wolfe, Cardston, and seconded by J. M. O'Donnell.

Continued on Page Four.

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